

LATEST STEAMER MOVEMENTS.

The M. M. steamer *France* Signal, with the next French mail, left Singapore on the 27th inst., at 4 p.m., for the port of Saigon.

The Imperial German mail steamer *M. S. Striffler* left Singapore on Wednesday, on the 14th inst., at 2 p.m., and may be expected here, or about the 1st prox., a.m.

The D. & G. steamer *Le Lido*, left

LATE TELEGRAMS.

NEWS VIA SHANGHAI AND YOKOHAMA.

THE FAI EAST.

MANCHURIA.

London, 12th September.
Russia is despatching seven hundred officials with their families to Harbin to occupy posts on the Manchurian railway.

PRINCE TSIANG.

Peking, 15th September.
Prince Tsiang arrived there on the 24th ult. and immediately left for Ninghsia. The movements of the Prince are giving rise to uneasiness.

It has been discovered that a large quantity of arms and ammunition has been conveyed secretly to inland points by way of the Yangtze and Hanbaw. The Foreign Department is making strict enquiry.

Riots are reported from various districts to the south of Peking.

THE SIAMSE QUESTION.

London, 15th September.

Three thousand British troops are reported to have occupied the principality of Kelantan.

The Colonial Office declares that the report about British troops having occupied Kelantan in the Malay Peninsula is unfounded. The report originated in Saigon.

Berlin, 23rd September.

The French and English Press is still very much agitated about the Siamese question, and the supposed occupation of Kelantan by Great Britain. There is no doubt, however, that there is universal desire on both sides to bring about an understanding.

THE TRANS-SIBERIAN LINE.

London, 16th September.

The financial statement for the Trans-Siberian Railway, which has just been issued, shows a deficit of three million roubles.

CHINA AND GERMANY.

Berlin, 23rd September.

The Ostasiatische Verein in Hamburg has addressed a letter to the Chancellor in which they thankfully acknowledge the most satisfactory energy displayed by the Government in the payment of the Chinese indemnity to the German merchants.

GEN. FUKUSHIMA'S ILLNESS.

Calcutta, 22nd September.

General Fukushima's breakdown while engaged in Indian frontier inspection was due to exposure and failure to protect himself against the change of climate. He encountered some rough weather in the north which he was unprepared for. Reports from the Umballa hospital are that his condition is still grave but that the excellent care and attention that he now receives justify hope of his recovery.

GENERAL NEWS.

COLOMBIA.

London, 12th September.

With regard to the situation of affairs in Colombia, the Washington Government are determined to keep the route across the Isthmus of Panama open, and the cruiser Cincinnati has been sent to Colombia for that purpose, while the battleship Wisconsin has been ordered to Panama to join the fleet. If necessary a force of troops will be sent.

London, 15th September.

The Revolutionary General Carrero has surrendered to the Colombian forces in the vicinity of Bogota. The alleged design of the Colombia rebels to seize the territory surveyed for the Panama Canal, and to hold it until the feasible terms when they plan to sell it to the United States for forty millions and divide the proceeds.

MOROCCO.

Berlin, 23rd September.

The Moroccan question has entered upon quite a new stage, through the death of the Sultan's mother, to whose political influence, combined with her friendliness to foreigners, great weight was attached.

ROMANIA.

An American-British note to the other powers regarding the Roumanian Jews is strongly discussed by the whole Press. It is hardly expected that the Powers will answer before the Roumanian Government has given its opinion of the matter.

NEWS VIA MANILA.

U.S. POLITICS.

New York, 17th September.

Representative David B. Henderson, of Iowa, Speaker of the House of Representatives, has declined to accept re-nomination at the hands of constituents of his district. Mr. Henderson gave no reason for declining to again accept a nomination for Congress.

The Republican party has been shaken to its foundation and is considerably embarrassed over the attitude of Speaker Henderson in declining a re-nomination. The possibilities are that either Representative Jos. G. Cannon, of Illinois, Jas. B. Sherman, of New York, C. H. Grosvenor, of Ohio, and U. S. Littlefield, of Maine, will be the probable candidates for Speaker of the Fifty-Eighth Congress.

At the Republican conventions held in Connecticut, Alabama, and New Hampshire, President Roosevelt's policy was endorsed.

New York, 15th September.
President Roosevelt has left his residence at Oyster Bay for a two weeks' trip through the West. It is reported that the conference held at Oyster Bay on Monday between the President and the prominent Republican leaders resulted in Mr. Roosevelt announcing his intention to adhere to the late President McKinley's reciprocity policy instead of favouring any revision of the tariff.

GENERAL NEWS EN ROUTE.

New York, 17th September.

General Nelson A. Miles has left Butte, Montana, for San Francisco, there to take a transport for the Philippines.

MINERS RESCUING WORK.

New York, 17th September.

Several of the Pennsylvania collieries have recently resumed operations and it is predicted that there will be an early and peaceful settlement of the trouble.

VENEZUELA.

New York, 17th September.

The Venezuelan insurgents have been checked to their advance by government troops under the direct leadership of President Castro.

THE PEARY EXPEDITION.

New York, 18th September.

Lieutenant Edwin Robert Peary, U.S.N., of the Peary expedition, has returned to the Arctic.

They were a team and a blessing to men. The Fickler, the Owl, and the Waverley Pen. Sold at all Stations. MACKENZIE & CAMERON, Ltd., Waverley Works, Edinburgh.

and explorer, has arrived at Sydney, N.S., and reports that his expedition has been most highly successful. He reached the highest land latitude on record and made discoveries of the utmost importance to scientists.

ANARCHISTS.

New York, 18th September.

Not since the assassination of President McKinley has the country been so stirred as by the news that on the reception committee to President Roosevelt in Chicago are two anarchists. Great preparations are being made in the Queen City of the Lakes to fittingly receive the President of the United States next month. The chief of police of Chicago is making a strict investigation of the report, and extra precautions looking to the safety of the President while he is in Chicago will be taken.

AMERICAN PRIESTS FOR PHILIPPINES.

New York, 18th September.

Monsieur Rodriguez, prior general of the Augustinian friars, is visiting the United States in furtherance of the project to substitute American for Spanish priests. Fathers O'Mahoney, of Massachusetts, and McElrath, of Pennsylvania, will be the pioneers and will leave for Manila this week.

CHUNGKING.

Chungking, 11th September.

in this province still spreads and the officials are hard put to cope with it. The latest news is that, under a leader named Liu, 900 men, armed with gongs, are encamped in a fortified ch'ai at Anjo, a town situated west of Hoehow and Suining, about fifty miles to the north-west of Chungking and near the high road hence to Chengtu. Our city of Chungking is to be attacked, without and within, on the day of the mid-autumn Festival, the 15th instant, but these threatened irruptions seldom eventuate, as your readers will learn by telegram, negatively, so to speak, before this letter is read by them. The officials here are on the alert and making the best show they can with their scanty resources. The garrison of this place, nominally 1,000 but actually about 200 men, has gone in part to attack the rebels. The question is, how far can the troops be relied upon? In the recent encounter outside the gates of Chengtu, they certainly made a very poor exhibition, considering that these, the Viceroy's men, were foreign-trained and armed with machine rifles, while the rebel forces carry only knives and spears and a few gongs. Altogether in this vast province there are probably not more than 5,000 or 6,000 regularly drilled troops, and these are scattered in small contingents. Every threatened place calls out for troops, and Boxers, or bandits, which is much the same thing, appear to be ubiquitous. Foreign travellers are a cause of much anxiety to the military; the French Consul, who left for Chengtu last month, had a good guard of 400 men, and two missionaries, who left for the capital about the same time, forced the Taoist, in his anxiety lest he should have to answer for a European life, to send along with them a guard of 97 soldiers. The object of the latter's journey was to distribute tracts to the students upon their issue from the Examination Hall in Chengtu at the termination of the triennial examination now in progress there. The very time when disturbances are probable. On the other hand the British Consul is doing all in his power to dissuade British subjects from travelling with the view, apart from the risk they run of becoming the embarrasment of the hard-driven officers. The trouble has no doubt come to a head through the feeble character of the old Viceroy Kwei Chun, a Manchu who is entirely in the hands of a parcel of the most reactionary anti-foreign magnates in the province. The new Viceroy, Tsin, who is now hastening down from Shanai by forced marches, is reported to be a strong man, he is 44 years of age and the son of the late Viceroy of Yun-nan.—N.C. Daily News.

A WEIRD SCENE.

The Wenchow correspondent of the N.C. Daily News describes the following curious spectacle consequent on the severe cholera outbreak at Wenchow—

The usual methods of gutting rid of the pestilential spirits have been adopted here; anything rather than cleanse the canals and improve the cesspools. Thousands of dollars have been spent in making a boat for the spirits to travel away upon, and in discharging the necessary expense connected with inducing them to enter the boat. All this industrial activity was concentrated in great style at the temple of the God of the Eastern Peak, and after many days of processioning along every street of the city, the reciting of many prayers, if such be not a prostituting of the word, the blazing off of many crackers, the patting net, off late at night to escort the visiting demons to the river. It was a weird scene. The accompanying crowd of human excreta numbered between five and ten thousand, each man—there were all men, nearly all of them young men—carried either a lantern at the end of a long strip of bamboo, or a blazing torch. We have seen the procession before, but never so elaborate as on this occasion. Instead of travelling at the usual slow processionary rate, the whole mass ran as fast as the narrow streets permitted, every man shouting at the top of his voice; anyone who has had to face or flee from a howling crowd of this kind knows the thrill it inspires. On leaving the river bank the boat was speedily launched, a batman with many pluck or less love of life than his fellows being in readiness to tow the paper junk down the river, where the spirits are wont to seek somewhere else enwrapped in flames. The paper junk is no sooner launched than all lamps are hastily extinguished, and everybody sneaks quickly and quietly back into the city by another gate, so that the spirits may lose their bearing and not be able to find their way back again. How clever the Chinese are! And what foods the spirits! The Chinese very evidently think themselves cleverer than either the gods or the devils which they worship, which makes one wonder why on earth they worship them. In this particular case it is the custom to tell the demons that Wenchow is a very poor place, but that there is a place called Yangchow, where the people are rich, the houses high, the women beautiful, and everything much superior to what it is here. At the city of Chichow, up the Wenchow River, the demons on occasions, like the present are always told that Wenchow is a better place than Chichow; thus they pass on the spirits one to another. All which seems somewhat to differ from the teaching of the "Master." "What you don't want yourself, don't pass on to others."

Three times only in the long history of the Derby has a filly been successful, but the St. Leger has during the same period been won by twenty-eight of that sex, so that there is good reason for the racing idiom which dubs September "the mare's month."

M. SERGIUS DE WITTE.

The following about M. de Witte, Russian Minister of Finance, who is mentioned in our London telegram to-day, will be read with interest. We are indebted for the remarks to the new magazine *Russia*.

M. de Witte, who has become one of the most useful collaborators of the Tsar, and one of the most notable men in Europe, belongs to an old and noble Russian family. His maternal grandfather, the Governor of Saratof in the time of the Emperor Nicholas I, married a Princess Dolgorouki. His father, who belonged to the hereditary nobility of the province of Pakot, was Governor of the State Domains in the Caucasus, where M. de Witte was born in 1849. He is, therefore, now fifty-three years old.

After graduating from the University of Odessa in 1870, he was attached to the administration of the railway at Odessa, which at that time was part of the network of railroads owned by the State. When the railway of Odessa was given up to private exploitation in 1876, and joined to the South-Western Company, M. de Witte handed in his resignation as an official in the Ministry of Railways in order to remain in the service of the Company, where he passed the first years of his public life. During this time he evinced great activity and a marvellous capacity for work. Although absorbed in the business of his administration, he found time to collaborate in a large number of papers, such as *Katkov's Gazette*, *de Moine*, *D'Aksakoff's Review*, and *Le Parole de Kiev*, and he also published very voluminous articles on questions of economic and financial interest in connection with railways. At the same time he collaborated in the authorship of special treatises, such as *Principles in the Matter of Railroads and Tariffs*, *Political Economy of France*, and others.

The services rendered by M. de Witte to railroads, and the competency and talent that he had displayed in his career as an economist, secured his promotion, ten years after he entered the South-Western Company's service, to the post of General Manager of that line, one of the most important in Russia, and extending over an area of 3,000 kilometres. At about the same time M. de Witte sat on the Commission instituted by the Emperor, to study questions relating to the position of Russian railways.

Called to the position of Managing Director of Railways from the financial standpoint, M. de Witte found himself in his element, more especially as the Emperor Alexander III, who knew how to recognise the various qualities of his subjects, had expressed his wish to see M. de Witte's talents, and, and probably adequately utilised in the service of the State; and in this new post he amply justified the confidence inspired by his character. In 1892 an Imperial decree placed M. de Witte at the head of the Ministry of Railways; but this appointment was only a temporary one, as the Emperor soon placed him in the Ministry of Finance, where he has already proved that he will be able to render to Russia the great services that were expected from him.

The latest instance of his powers of conception and initiative, as well as his determination, is the Note which has just been issued by Russia to the other Powers, inviting common action with a view to counteracting some of the tendencies of the modern "trust" system.

As may be seen by this short sketch, M. de Witte is not only a theorist, well primed with all the knowledge necessary for the tedious task which he has undertaken, but also, in a supreme degree, a practical man who, since he has been in power, has demonstrated the extent and grandeur of his conceptions. His broad and enlightened ideas, his encyclopaedic knowledge, and his spirit of initiative have tended to show the superiority of his views over those of all his predecessors in the Ministry of Finance. Solidly occupied as he is in promoting the good of the State, his name has never been associated with intrigues.

He has, in addition, that invaluable gift that creates true statesmen, such as Richelieu, Bismarck, Gladstone—the gift of will—a firm and tenacious will that stops at nothing, and with which he sways everyone, and which, for the greater good of Russia, pursues the tenor of its way unchecked.

LEKIN IN ENGLAND.

A correspondent writes as follows to the *Western Gazette*—What news we read of the abolition of tax upon tea in China!—"Lekin" they call it. It will be the making of China—we can all see that. Now, when will our turn come, and with what upheaval will England's emancipation be brought about? Kindly look at some facts. Our transit system is load-laden with a capital charge, I suppose, nearly equal to the National Debt. This has to bear a 4 to 5 per cent. dividend, and if it be partitioned out, then some 300,000 householders with dependents, quite 1,000,000 souls, are paid for. This cost comes entirely out of our railway *lekin*. A man goes to town daily twenty miles. It costs him £1 a week. It does not cost the railway 5s. a week. The difference is all *lekin*. The farmer, the fruitgrower, the manufacturer, all green under the load of *lekin*. I admit that the first shareholders in a railway company should bequeath equitably, but it is the excess of privilege that is fatal to our inland trade. It is largely immoral and wicked to exploit the public trafficked travel as if it were a private asset. "The shareholders in a railway have no right, properly, to more than a normal profit on their investment for the simple reason that all excess over this being a tax on the vitality of the country is not within the power of a private corporation. But it is, unhappily, bestowed upon the railways by a long and beautiful series of Acts obtained in Parliament. Let us examine the very similar case of a town loan. The town borrows of the people or of the Government, but in this case a sinking fund is part of the arrangement; they are not in the habit of creating a perpetual charge upon the town rates nor are they privileged to have their stock doubled, two shares for one, and sell the new share to a new shareholder at a good figure to swell the number of annuitants as the principal railway do. Sir, the conspiracy of this railway *lekin* is insufferable, unspokeable. Our children will rise up and curse us for it. Some seventy years have elapsed since the railways were made; surely time enough for the free Trader, the true Briton, the true Liberal, to have ended this abomination, which might have been done years ago with wise control?"

NAMES IN SOUTH AFRICA.

South Africa has very liberally enriched the English vocabulary of late years—spruit, sluit, kopje, fontein, slim, outspan, inspan, trek, commando, and innumerable vernacularisms of the veldt and of veldt life have gone to swell that opulent language which the British everywhere, borrowing from East, West, North, and South, deftly claims as his. But it is time, says the *Illustrated Post*, that the English language paid back to South Africa some of this debt. We are waiting impatiently to get names for things, and we seem to be waiting more or less in vain. The old makshiffs were good enough in the past, but they are not good enough for the present. And the reason is very clear. Then we had the names—or what we were content to put up with as names—but we had not the things. To-day we have the things, but we have not the names. We are starting life fresh in South Africa, we are building a new house, and cramming it full of brand new furniture. We want to know what we are to call our new house, and what we are to call all the new conditions, new institutions, new relations, new hopes, new activities, new ambitions, with which we propose to furnish it.

Hitherto we have talked of South Africa, and for a change have alluded vaguely to the sub-continent. Sub-continent, as far as we know, means nothing at all, or it means everything, means rather more than the present group of British South African Colonies; South Africa, on the other hand, signifies rather less than that present agglomeration of territory stretching from Table Bay to the farthest Zambesi, which owes to-day the sway of Edward VII. Perhaps we shall have to wait while, till the relations of the various South African States are more defined and more closely bound, before we can find the name for which we seek, but in the meantime we can possibly think of something better than sub-continent. The difference between South Africa and the United States; or, to keep the analogy in the family, between Australia and Australasia. By the time we get this new name for our new home perhaps we shall have found names for all the rare treasures with which it will be furnished.

But what about its occupants? They obviously stand in great need of rechristening also. Natives, Free Staters, and Cape Colonists; Johannesburgers, Bloemfonteiners, Durbanites, Capetonians; East Londoners, Portolians, and Burcharders. Even the delicate subtlety of "Bananians" and "Snoeks"—as the inhabitants of the two coastal Colonies, with the Bay of Delagoa, are called—must be changed. The term "South African" is not popular, it is a dubious significance, and up to the present it has raised an unpleasant suggestion of colour.

CAPTAIN H. HARFORD ON THE PHILIPPINES.

The following is from the *Philadelphia Press*—Captain Henry Harford, the British consul at Manila, who has been on a visit to England, was in Washington recently on his way back to Manila. He does not have a very high opinion of the Philippines and he thinks that the course of General Jacob Smith in quelling the outbreak in Samar was the only course to pursue. In speaking on the subject, he said that he did not wish to be understood in any way as assuming to criticise the action relating to General Smith's retirement. General Smith, he thought, had a very difficult task in Samar, and he had done well over here, he said. "To fully understand and realise the difficulties to be coped with in the Philippines. You should give your army every credit for what it has done over there."

Captain Harford believes military rule, or a degree of it, a necessity in the Philippines. As for the Filipinos, he considers them incapable of self-government, describing them as treacherous and, excepting a very small proportion, ignorant and little removed from savagery. A tempering policy, he declared, especially in such parts as Samar, would be a mistake. "They must be subjugated," he said. "You must teach the little devils to respect you. I think your officers have conducted the war as humanely and gallantly as any people in the world could have done."

Captain Harford has been in the service of his country for fifty years in military and consular capacities.

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A QUESTION OF NAVAL TACTICS.

Admiral Gervais, in his report to the French Government on the results of the recent naval manoeuvres in the Mediterranean, is alleged to have made certain statements which naval men will be disposed to receive with caution. In the first place, it seems rather improbable that the necessarily confidential views of the admiral should have been so publicly expressed as to enable one of our new agencies to pick up the crumbs of his wisdom. Admiral Gervais is reported as saying that these manoeuvres show it to be still possible for a big fleet to "elude an enemy on the water." This discovery does not appear altogether novel. Perhaps the word "land" should have been substituted, for "water?" Our own naval manoeuvres have most amply proved that fleets both large and small can evade each other with considerable facility. Why a "large fleet" should be eager to evade one of presumably smaller size is not made clear. Another alleged utterance of the distinguished French admiral is of more interest, but, as it reaches the world, this utterance is so entirely stripped of technical phraseology as to leave no doubt as to what was really said—if, that is, anything of the kind was said at all. "Further, it was demonstrated," says the news agency, "that a big fleet, no matter how swift the various vessels may be, cannot in practice surround a smaller fleet so as to bring it into such a position where a cross-fire can be poured into it." We are not prepared to assert that Admiral Gervais has not made this important discovery, but if he has it will be seen that a fleet of, say, 30 fast battleships will enjoy but slight if any advantage over a other of ten ships at least during the early part of an action. The large fleet, we are asked to believe, cannot be manoeuvred as to secure a material advantage of fire.

From this it may be fairly deduced that skillful manoeuvring will not bring any solid advantage to fleets of equal strength, and the lesson which we should draw from this discovery is not quite the same as that drawn by the news agency. The agency deduces the moral that speed for battleships is shown to be far less important than "naval theorists" (whatever they may be) will care to admit. An even more striking lesson might logically be deduced from the alleged discovery of Admiral Gervais, that naval tactics are useless. What could the old naval strategists have meant by asserting that "only numbers can annihilate?" They were wrong, of course. They had not the advantage of studying the futility of steam tactics. After these lessons, it seems a small matter to learn that the French manoeuvres have entirely proved torpedo-boat destroyers to be useless, except for coast defence. "Time after time," we read, "they failed to keep touch with the fleet at night, and on more than one occasion they failed to keep touch with one another." Would it be very pardoning to suggest that this failure may have been due to lack of knowledge or experience on the part of the French officers. It is rather a large order to be asked to believe that these manoeuvres have entirely established the uselessness of destroyers. However, the *Naval and Military Record* says, it is far from certain that Admiral Gervais has been accurately reported.

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FROM NEW YORK.

"CHARLES TIBERGHIEN."

having arrived from the above port. Consignees of General Cargo are hereby informed that their Goods, with the exception of Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognized, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the undersigned.
ARNHOLD KARBURG & CO.,
Agents.
Hongkong, 27th September, 1902. [2587]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING

for the purpose of receiving the Report of the Committee and Statement of Accounts for the past year, Electing a Committee for the ensuing year, and for the transaction of general business, will be held in the CITY HALL, 10-DAY (MONDAY), the 28th September, at 5.30 p.m.

DAVID WOOD,
Hon. Secretary.
Hongkong, 22nd September, 1902. [2521]

HONGKONG HOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Club will be held in the CRICKET PAVILION, TO-MORROW, the 30th inst., at 6.15 p.m.

J. HOOPER,
Hon. Secretary.
Hongkong, 2nd September, 1902. [2524]

GYM KHANA.

THE following is the Programme of a Gymkhana to be held at the HAPPY VALLEY and RACE COURSE, on SATURDAY, the 11th OCTOBER, 1902, commencing at 3 p.m.:

1. One Mile Flat Race. Open. Wagers. Limit 14 lbs. 3 in.

2. Polo Pony Race.

3. Jumping Competition. Open. Limit 14 lbs. 3 in.

4. Tent Furling.

5. Final Heat. Polo Pony Race (if necessary).

6. Steeplechase. Open. Limit 14 lbs. 3 in.

7. Oatmeal Race.

Hongkong, 28th September, 1902. [2580]

SMITH PREMIER TYPEWRITER.

MANY ADVANTAGES OVER ITS COMPETITORS.

Wm. MEYERINK & CO.,
Sole Agents.
Hongkong, 16th September, 1902. [2464]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th SEPTEMBER, 1902, at 2.30 p.m., at "Westleigh," No. 9, Upper Richmond Road, THE WHOLE of the HOUSEHOLD FURNITURE (Particulars from Catalogues);

Also,
A COTTAGE PIANO in good Condition.
A CHOQUET SET.
A QUANTITY of POTS and PLANTS.
Furnish: Cash on delivery.
On view from Monday, the 29th September.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 28th September, 1902. [2571]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, TO-MORROW (TUESDAY), the 30th SEPTEMBER, 1902, at 2.30 p.m., at his SALES ROOMS, Queen's Road, SUNDAY HOUSEHOLD FURNITURE, CROCKERY, GLASS and PLATED WARE, PIANO, PERAMBULATOR, COOKING STOVE, &c.;

One SADDLE and GEAR;
Also,
A SMALL COLLECTION of VERY OLD CHINESE PLATES, BOWLS, DISHES and VASES of Ming, K'uang, and Hong-lee Dynasties and other Old Chinese.

TERMS of SALE—As Customary.
V. I. REMEDIOS,
Auctioneer.

Hongkong, 27th September, 1902. [2574]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on THURSDAY, the 2nd October, 1902, at 2.30 p.m., at his SALE ROOMS, Duddell Street, FOR ACCOUNT OF THE CONCERNED, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, comprising—

SEVERAL DRAWING-ROOM SUITES, LEATHER ARM-CHAIRS, OVERMAN-TELS, SIDEBOARD with BEVELLED GLASS, WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS and TOILET TABLES, CHEST OF DRAWERS, DOUBLE BEDSTEADS, CUTLERY, CROCKERY and GLASS WARE, STANDARD LAMPS, CARPETS, &c., &c.;

Also,
BLACK WOOD DESK, JARDINIERES, STOOLS, &c.;

AND A COTTAGE PIANO and a few BICYCLES.

TERMS:—Cash on delivery.
Catalogues will be issued.
On View from Wednesday, the 1st October.
GEO. P. LAMBERT,
Auctioneer.

Hongkong, 27th September, 1902. [2580]

PUBLIC AUCTION.

PRELIMINARY NOTICE.

MARINE LOTS Nos 2 SECTION A AND M. L. 2A.

THE above fine block of buildings abutting on that portion of Ice House Lane between Queen's Road Central and Des Vaux Road Central and comprising a block of offices at each end with spacious Godowns in the middle, will be put up for Sale by Public Auction in one lot, on TUESDAY, October the 14th next.

Further Particulars will appear in due course.
DEACON & HASTINGS,
Solicitors for the Vendor.

Hongkong, 17th September, 1902. [2491]

HONGKONG CLUB.

NOTICE.

THE SECOND DRAWING OF SIXTY-FIVE DEBENTURES of \$100 each in the HONGKONG CLUB, numbered as under—

25 447 813 1317 1547
66 461 845 1242 1612
201 480 884 1275 1613
221 490 891 1339 1703
228 535 894 1342 1761
244 536 914 1347 1796
264 540 933 1371 1811
283 558 959 1392 1824
293 569 971 1383 1828
331 571 981 1425 1845
382 570 994 1472 1870
414 732 1072 1487 1914
419 808 1160 1546 1970

have this day been Drawn for redemption, and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on the 30th day of SEPTEMBER, 1902, in exchange for surrender of same.

C. H. GRACE,
Secretary.
Hongkong, 19th September, 1902. [2516]

HONGKONG CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS will be held on FRIDAY, 3rd OCTOBER, 1902, at 12 o'clock noon, in the CHAMBER ROOM, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. R. Shawen, whose term of Office expired on the 24th instant.

By Order,
A. R. LOWE,
Secretary.
Hongkong, 28th September, 1902. [2563]

HONGKONG SUBSCRIPTION LIBRARY.

18 BANK BUILDINGS, WYNDHAM STREET, FOUNDED in 1891 by DR. CANZLER, and conducted for several years by H. E. POLLOCK, Esq., K.C.,

Trustees—Hon. J. H. STEWART-LOCKHART, Esq., G. B. BOWELL, Esq., Hon. R. SHAWEN.

Subscriptions payable in advance: \$7.50 per half year; or \$14.00 per annum.

The Library contains, in addition to list on a number of standard works of Biography, History, Travels, &c., and works of Reference and it is hoped to maintain it up to date.

Subscribers are allowed to take 3 books at a time.

Intending Subscribers are requested to apply to
BERNARD LANKESTER,
Hon. Secretary & Treasurer.

Care of JOHN D. HUTCHINSON & CO.,
Hongkong, 15th September, 1902. [105]

PUBLIC COMPANIES

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-NINTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 24th OCTOBER, 1902, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Account for the year 1901, and for the Half year ending 30th June, 1902, and of declaring dividends, &c.

THE TRANSFER BOOKS of the SOCIETY will be CLOSED from the 28th September to the 8th October, both days inclusive.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 20th September, 1902. [2518]

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE CHINA-BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, No. 4, QUEEN'S BUILDINGS, Victoria, in the Colony of Hongkong, on SATURDAY, the 14th day of OCTOBER, 1902, at 12 Noon, to consider and if thought fit to pass the Special Resolutions including those for the voluntary winding up of the Company and the appointment of Liquidators, necessary for the purpose of carrying out, pursuant to and in accordance with the provisions of Section 149 of the Companies Ordinance No. 1 of 1865, a provisional agreement entered into between THE CHINA-BORNEO COMPANY, LIMITED, and THE BORNEO HARDWOOD COMPANY, LIMITED, of No. 18, Bishopsgate Street, within the City of London, having for its objects the sale by THE CHINA-BORNEO COMPANY, LIMITED, and by THE BORNEO HARDWOOD COMPANY, LIMITED, of their several undertakings to and the amalgamation of such two Companies in a new Company, to be formed for such purpose.

Particulars concerning the proposed Agreement can be obtained on enquiry at the Registered Offices of the Company, No. 4, Queen's Buildings.

Dated this 26th day of September, 1902.
By Order of the Consulting Committee,
WILLIAM D. JUPP,
Acting Manager.

2577

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock Noon, on THURSDAY, the 23rd proximo.

THE TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd proximo, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 24th September, 1902. [2561]

NOW READY.

THE FRENCH IN TONKIN AND SOUTH CHINA.

BY
ALFRED CUNNINGHAM.

Price, - - \$3.

1 MAP; 60 ILLUSTRATIONS.

ON SALE AT LOCAL BOOKSELLERS AND "DAILY PRESS" OFFICE.

Hongkong, 22nd August, 1902. [2257]

GOVERNMENT GENERAL OF FRENCH INDO-CHINA.

THE HANOI EXPOSITION.

WILL BE OPENED ON
3rd NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY of FINE ARTS will contain more than 300 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Camboja, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Bands, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, &c., &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOME,
Commissaire-General de l'Exposition de Hanoi.
Hongkong, 1st July, 1902. [1800]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in
MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1902. [1155]

TO LET

29, MOSQUE STREET, GROUND FLOOR.

Apply to—**LINSTEAD & DAVIS.**
Hongkong, 10th September, 1902. [2423]

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.
Apply to—**G. GIRAULT.**
Hongkong, 3rd January, 1902.

TO BE LET.

NOS. 5, 18, 19, and 20, BELILIOS TERRACE.

Also
"THE MYRIE," Peak, FURNISHED.
For Particulars, apply to—**TURNER & CO.**
Hongkong, 27th August, 1902. [2381]

TO LET.

SECOND FLOORS of Nos. 62 and 64, QUEEN'S ROAD CENTRAL; suitable for Office.
Apply to—**SIU CHEUNG.**
81, Bonham Strand East.
Hongkong, 13th September, 1902. [2449]

TO BE LET.

"BISNEE VILLA," POKFULUM, Immediate Possession.
Apply to—**LINSTEAD & DAVIS.**
Hongkong, 24th March, 1902. [89]

TO LET.

GODOWNS at WANCHAI with PIER suitable for storage of Coal or any other Merchandise.
Apply to—**HASON LEE.**
No. 255, Queen's Road.
Hongkong, 26th September, 1902. [2567]

TO BE LET.

GODOWN No. 1 (GROUND and TOP FLOORS), Praya East. Storing capacity about 3,500 tons.
Apply to—**MOK MAN CHEUNG,**
Comptroller Dept.
BUTTERFIELD & SWIRE.
Hongkong, 2nd August, 1902. [2090]

TO LET.

NO. 33, LEIGHTON HILL ROAD. Double-frontage House.
Apply to—**AHMET RUMJAHN,**
10, D'Almeida Street.
Hongkong, 27th September, 1902. [2576]

TO LET.

HOUSE No. 13, GAGE STREET. Eight Rooms.
Apply to—**E. A. DE CARVALHO.**
C. F. DE CARVALHO.
Hongkong, 2nd May, 1902. [1277]

TO LET.

A GODOWN, very Suitable for dry Storage; Ground Floor space 3,000 square feet.
For Particulars, apply to—**W. LYSAGHT,**
151, Wanchai.
Hongkong, 12th September, 1902. [2444]

TO LET.

NO. 11, MACDONNELL ROAD. THE RETREAT, Mount KELLY. HOUSES in CLIFTON GARDENS, Conduit Road.

HOUSES at CAUSEWAY BAY, facing the Polo Ground.

No. 2, DIPON TERRACE. GODOWNS at BOWENSTON (PRAYA EAST).

Apply to—**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**
Hongkong, 23rd September, 1902. [71]

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.
Apply to—**SPANISH PROCURATION.**
Hongkong, 1st April, 1902. [977]

BOARD AND RESIDENCE.

EXCELLENT View of Harbour. Ten Minutes' walk from the Clock Tower.
Apply—**"HADDINGTON HOUSE,"**
Kennedy Road (Opposite Union Church),
Hongkong, 14th August, 1902. [2189]

"TANG YUEN,"
MACDONNELL ROAD,
BOARD AND RESIDENCE.

AIRY and WELL-FURNISHED ROOMS. Uninterrupted View of Harbour. Apply at the House or at FAIRALL & CO., Queen's Road. [1899]

BOARD AND RESIDENCE.

MRS. GILLANDERS.

"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th September, 1902. [2515]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to—**Mrs. MATHER.**
H. Wilson, 1st January, 1892.

NOTICE.

THE undersigned's Resignation was in the hands of the Equitable Life Assurance Society of U.S.A. last month. His connection with the Society is finally closed.

A. KIENE.
Hongkong, 19th September, 1902. [2523]

ZETLAND LODGE, No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, on WEDNESDAY, the 1st OCTOBER, at 8.30 for 9 p.m. precisely. Visiting Brothers are cordially invited to attend.
Hongkong, 26th September, 1902. [2564]

BANKS

YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNPAID-UP " 6,000,000
RESERVE FUND " 9,010,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
Tokio Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang
Peking

LONDON BANKERS.

THE LONDON JOINT STOCK BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

SHIPPING.

VESSELS IN DOCK.
25th September.

OCEAN STEAM SHIP COMPANY. LD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 18th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.

FROM	STEAMERS	TO SAIL
LONDON	"DIOMED"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 23rd October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL	"MACHAON"	On 20th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
 AGENTS.
 Hongkong, 27th September, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY. LD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"HYSON"	On 1st October.
GLASGOW and LIVERPOOL	"TANGTSE"	On 30th October.

For Freight, apply to
BUTTERFIELD & SWIRE,
 AGENTS.
 Hongkong, 27th September, 1902.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and SAN FRANCISCO	"HYSON"	On 1st October.

The S.S. "HYSON" left Shanghai yesterday morning, the 26th inst., and is expected here on the 28th inst. to load for London.
 For Freight, apply to
BUTTERFIELD & SWIRE,
 AGENTS.
 Hongkong, 27th September, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COCKATON, CAIRNS, TOWNSVILLE, BRISBANE, and SYDNEY and MELBOURNE	"CHINGTU"	On 29th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.
 * Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
 * See Special Advertisement.
 For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
 AGENTS.
 Hongkong, 27th September, 1902.

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FROM	STEAMERS	TO SAIL
SHANGHAI AND CHINKIANG	"KEELUNG MARU"	MONDAY, 29th September.
TAMBUK, VIA SWATOW AND AMOI	"DAIKI MARU"	SUNDAY, 5th October.
ANPING, VIA SWATOW AND AMOI	"MAIZURU MARU"	WEDNESDAY, 1st October.
FOOCHOW, VIA SWATOW AND AMOI	"ANPING MARU"	WEDNESDAY, 8th October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.
 All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
 Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.
 By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
 For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
 Hongkong, 28th September, 1902.

T. ARIMA, Manager.
 SHEWAN, TOMES and CO'S
 NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"AFTON"
 Captain MacGregor will be despatched for the above port TO-MORROW, the 30th inst.
 For Freight, apply to
SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 28th September, 1902.

UNITED STATES and CHINA-JAPAN
 S.S. LINE.

REGULAR SERVICE
 FROM JAPAN TO HONGKONG
 AND SINGAPORE.

TO NEW YORK VIA SUEZ CANAL
 (with Liberty to call at Philippine Ports).
 THE following Steamers will be despatched
 as above, carrying Cargo at current
 rates—

PROPOSED SAILINGS FROM HONGKONG.
 S.S. "INDRA" will be despatched on
 30th Sept., 1902.
 S.S. "INDRAWADI" will be despatched on
 1st Oct., 1902.
 For Freight and further information, apply to
JARDINE, MATHESON & CO.,
 Agents, "India" Line, Ltd.
 Hongkong, 28th September, 1902.

THE CHINA AND MANILA STEAM-
 SHIP COMPANY, LIMITED.

FOR MANILA
 THE Company's Steamship

"HUBI"
 Captain R. W. Almond will be despatched for the above port on THURSDAY, the 2nd
 October, at 4 p.m.
 Highest-class Passenger Steamers. High
 powered, newest and most up to date on the
 coast. All Accommodations, Electric
 Light, and all other modern improvements. A
 Surgeon is carried.
 For Freight, Passage, apply to
SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 24th September, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"GLENESK"
 Captain R. W. Almond will be despatched for the above port on SATURDAY, the 11th
 October.
 For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
 Hongkong, 23rd September, 1902.

NEITHER THE CAPTAIN, THE AGENTS, nor
 the Owners will be RESPONSIBLE
 for any DEBT contracted by the Officers or
 the Crew of the following Vessels during their
 stay in Hongkong Harbour:
 ADOLPH OBRIE, Amr. barque, S. Amersbury.
 —Standard Oil Co.
 ALLAS, American ship, McKay—Standard
 Oil Co.
 ASTRAL, American ship, Dunham—Standard
 Oil Co.
 KILPATRICK, British ship, J. Hughes—Order.
 MANUEL LLANOS, American ship, Nicholls—
 Standard Oil Co.

NOT RESPONSIBLE FOR DEBTS.

THE "GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

"GLENESK"
 Captain R. W. Almond will be despatched for the above port on SATURDAY, the 11th
 October.
 For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
 Hongkong, 23rd September, 1902.

NEITHER THE CAPTAIN, THE AGENTS, nor
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 the Crew of the following Vessels during their
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 ADOLPH OBRIE, Amr. barque, S. Amersbury.
 —Standard Oil Co.
 ALLAS, American ship, McKay—Standard
 Oil Co.
 ASTRAL, American ship, Dunham—Standard
 Oil Co.
 KILPATRICK, British ship, J. Hughes—Order.
 MANUEL LLANOS, American ship, Nicholls—
 Standard Oil Co.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
 MARITIMES.
 PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA,
 COLOMBO, BOMBAY, ADEN, EGYPT,
 MARSEILLE, MEDITERRANEAN
 AND BLACK SEA PORTS.
 LONDON, HAVRE, BORDEAUX,
 PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th October, 1902, at
 1 p.m., the Company's Steamship
 "OCEANIC," Captain Rimes, with Mail,
 Passengers, Specie and Cargo, will leave this
 Port for MARSEILLE, via BOMBAY.

This Steamship connects at COLOMBO with
 the S.S. "Arundel," which vessel takes on
 her Passengers and Mail, leaving that port on
 the 18th October, direct to Suez, Port Said
 and Marseilles.

Cargo and Specie will be registered for
 London as well as for Marseilles, and accepted in
 transit through Marseilles for the principal
 places of Europe.

Shipping Orders will be granted till Noon,
 Cargo will be received on board until 4 p.m.,
 Specie and Parcels until 3 p.m., on the 5th
 October. (Parcels are not to be sent on
 board; they must be left at the Agency's Office.)
 Contents and Value of Packages are required.

For further particulars, apply at the Com-
 pany's Office.

G. DE CHAMPEAUX,
 Agent.
 Hongkong, 23rd September, 1902.

TOYO KISEN KAISHA.
 (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN
 HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"
 3,876 Tons

Captain Tate, will be despatched for MANILA
 on about MONDAY, the 6th October.
 Magnificent Accommodation. Comfortable
 Cabins. Excellent Table. Unrivaled Speed.
 Electric Light. Doctor and Stewardess carried.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Prince's Buildings, 100 Horse Street.
 Hongkong, 27th September, 1902.

THE PENINSULAR AND ORIENTAL
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,
 INDIA, ADEN, EGYPT,
 MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON
 THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONTINENTAL
 AND AMERICAN PORTS.

THE Steamship

"VALETTA,"
 Captain W. B. Palmer, carrying His Majesty's
 Mails, will be despatched from this Port for
 Bombay, on SATURDAY, the 11th October, at
 Noon, taking passengers and cargo for the
 above port.
 Bills and Valuables, all cargo for France, and
 Tea for London (under arrangement) will be
 transhipped direct to Marseilles and London; other
 cargo for London, &c., will be conveyed via
 Bombay with transshipment.
 Parcels will be received at this Office until
 4 p.m. the day before sailing. The contents and
 value of all packages are required.
 Shippers are particularly requested to note
 the terms and conditions of the Company's
 Bills of Lading.
 For further particulars, apply to
 K. A. HEWETT,
 Superintendent.
 Hongkong, 29th September, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.
 THE Steamship

"GLENGARRY."
 Captain Holman, will be despatched as above
 on WEDNESDAY, the 15th October.
 For Freight or Passage, apply to
MCGREGOR BROS. & CO.,
 Hongkong, 28th September, 1902.

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW,"
 3,287 Tons Gross Register,
 will be despatched for ODESSA via PORTS
 OF CALLED on or about 15th October.
 For Freight and further Particulars, apply to—
BRADLEY & CO.,
 Agents.
 Hongkong, 15th September, 1902.

NATAL LINE OF STEAMERS.

THE Underwritten GENERAL AGENTS
 in CHINA and JAPAN for the above Line
 OF LADING for all the principal ports in
 SOUTH AFRICA, in connection with INDO-
 CHINA STEAM NAVIGATION CO.'s fortnightly
 service hence to CALCUTTA. Sailings from
 CALCUTTA for CAPE PORTS every fortnight.
 For Freight and further particulars,
 apply to
DODWELL & CO., LIMITED,
 General Agents for China and Japan.
 Hongkong, 4th August, 1897.

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 CORONATION SUPPLEMENT

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 "HONGKONG DAILY PRESS."

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 "Hongkong Daily Press" Office.

NOTICE TO CONSIGNEES

NIPPON YUSEN KAISHA.
 NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"
 having arrived from the above Ports, Consignees
 of Cargo are hereby informed that their Goods
 are being landed and placed at their risk in the
 Godowns of the Hongkong and Kowloon Wharf and
 Godown Company's Godown at Kowloon, where each
 consignment will be sorted out mark by mark
 and delivery can be obtained as soon as the
 Goods are landed.

Optional Goods will be carried on unless in-
 structions are given to the contrary before
 Noon, TO-MORROW, 25th inst.

Goods not cleared by the 1st October will
 be subject to rent.

All ship-damaged packages must be left in
 the Godown and notices of same sent to this
 Office before the 4th October, or claims in con-
 nection therewith will not be recognized.

NIPPON YUSEN KAISHA.
 HONGKONG, 24th September, 1902.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ACHILLES"

are hereby notified that the Cargo is being dis-
 charged into Craft, and/or landed at the Go-
 downs of the Hongkong and Kowloon Wharf
 and Godown Company, Ltd., in both cases it
 will be at Consignees' risk. The Cargo will be
 ready for delivery from Craft or Godown on
 and after the 25th inst.

Optional cargo will be landed, unless notice
 has been given prior to steamer's arrival.
 Goods undelivered after the 25th inst.
 will be subject to rent. All damaged Goods
 must be left in the Godown, where they will be
 examined at 11 a.m. on the 25th inst.

No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 22nd September, 1902.

COMPAGNIE DES MESSAGERIES
 MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex
 s.s. "Memphis," from Bordeaux, ex s.s. "Ville
 de Arras," in connection with above Steamer, are
 hereby informed that their Goods, with
 the exception of Opium, Treasure and
 Valuables, are being landed and stored at their
 risks into the Godowns of the Hongkong and
 Kowloon Wharf and Godown Co., Ltd., at
 Kowloon, whence delivery may be obtained
 immediately after landing.

Optional Cargo will be forwarded on unless
 intimation is received from the Consignees
 before TO-DAY, the 22nd inst., at 9 a.m.,
 requesting it to be landed here.

Bills of Lading will be countersigned by the
 Undersigned. Goods remaining unclaimed after
 Monday, the 24th September, at Noon, will
 be subject to rent and landing charges.

All claims must be sent in to me on or before
 the 29th September, or they will not be re-
 cognized.

All damaged packages will be examined on
 Monday, the 29th September, at 9 a.m.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
 Agent.
 Hongkong, 22nd September, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND
 STRAITS.

Consignees of Cargo by the above-named
 vessel are hereby informed that their Goods
 are being landed and placed at their risk in
 the Hongkong and Kowloon Wharf and Go-
 down Company's Godowns at Kowloon, where
 each consignment will be sorted out Mark by
 Mark, and delivery can be obtained as soon as
 the Goods are landed.

This vessel brings on Cargo—
 From London, ex s.s. "Arundel."
 From Persian Gulf, ex E. I. S. N. and
 B. & P. S. N. Co.'s Steamers.

Optional goods will be landed here, unless in-
 structions are given to the contrary before 5 p.m.
 to-day, 26th inst.

Goods not cleared by the 2nd October, at
 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in
 any case whatever.

All damaged packages must be left in the
 Godown, and a certificate of the damage ob-
 tained from the Godown Company, who will
 survey Goods at 11 a.m. on Tuesdays and
 Fridays. Certificates of damage must be
 obtained within ten days of the vessel's arrival
 here, after which no claims will be recognized.
E. A. HEWETT,
 Superintendent.
 Hongkong, 26th September, 1902.

HIS BRITANNIC MAJESTY'S SHIPS
 IN THE CHINA SQUADRON.

Algiers, despatch-boat, 1,700 tons, 10 guns,
 3,000 h.p., Comdr. S. E. Erskine, at
 Weihaiwei.

Allion, battleship, 12,950 tons, 16 guns, Capt.
 Thomas H. M. Jerram, at Woussong.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
 Comdr. Rowland Nuyken, at Hongkong.

Amphitrite, 1st class cruiser, 11,000 tons, 18,000
 h.p., Capt. Charles Windham, C.V.O., at
 Hongkong.

Arctura, cruiser, 4,300 tons, 10 guns, 5,000
 h.p., Capt. J. Starin, Straits.

Argonaut, 1st class cruiser, 11,000 tons, 16 guns,
 Capt. G. H. Cherry, E.N., at Weihaiwei.

Blenheim, 1st class cruiser, 10,000 tons, 12 guns,
 21,411 h.p., Capt. F. G. Stopford, at
 Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
 Lieut. Comdr. F. M. Leake, at Sanko.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p.,
 Lieut. Comdr. Thos. D. Pratt, at Weihaiwei.

Crossy, cruiser, 12,000 tons, 14 guns, 21,000
 h.p., Capt. Henry M. T. Tudor, at Hong-
 kong.

Eclipse, cruiser, 5,000 tons, 11 guns, Captain
 Stokes, at
 Esplanade, gunboat, 1,070 tons, 10 guns, Comdr.
 Ernest G. Barton, at Shanghai.

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
 5,700 h.p., Lieut. Comdr. Cyrie Asser, at
 Weihaiwei.

Fearless, cruiser, 443 tons, 12 guns, Capt. J. I.
 Graham, at Shanghai.

Firgoun, gunboat, 455 tons, 4 guns, 360 h.p.,
 in reserve.

Glory, battleship, 12,950 tons, 16 guns, 13,500
 h.p., Captain A. W. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500
 h.p., Captain F. H. Henderson, C.M.G.,
 at Weihaiwei.

Handy, torpedo-boat destroyer, 330 tons, 6 guns,
 4,000 h.p., in reserve.

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
 4,000 h.p., Lieut. Comdr. G. C. Hardy, at
 Weihaiwei.

Humber, storeship, 1,840 tons, Comdr. John D.
 Dalrymple, at Hongkong.

Janus, torpedo-boat destroyer, 260 tons, 6 guns,
 3,000 h.p., in reserve.

Kimber, river gunboat, 331 tons, Lieut. Comdr.
 G. H. Powell, on Yangtze.

Moerchen, river gunboat, 180 tons, 2 guns,
 Lieut. Comdr. G. G. Webster, West River.

Mutine, sloop, 980 tons, 10 guns, Comdr. J.
 W. M. Penderleath, Boirang Sea.

Ocean, battleship, 12,950 tons, 16 guns, 3,500
 h.p., Capt. Richard W. White, at
 Weihaiwei.

Otter, torpedo-boat destroyer, 350 tons, 6
 guns, in reserve.

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
 Comdr. W. H. Nicholson, at Weihaiwei.

Pique, cruiser, 3,800 tons, 8 guns, 7,000 h.p.,
 Capt. H. C. Reynolds, on Yangtze.

Rambler, surveying-ship, 583 tons, Capt. Morris
 H. Smyth, Japan.

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. S.
 Aubyn Wake, at Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240
 h.p., Lieut. Comdr. John P. Irwin, West
 River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p.,
 Comdr. A. W. Hamilton, Boirang Sea.

Sandpiper, river gunboat, 85 tons, 2 guns, 240
 h.p., Lieut. Comdr. Murray MacG. Luck-
 hart, West River.

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
 Lieut. Comdr. Ernest W. G. Davidson, on
 Yangtze.

Taku, torpedo-boat destroyer, 260 tons, 6 guns,
 2,600 h.p., in reserve.

Talbot, cruiser, 3,500 tons, 11 guns, 9,600 h.p.,
 Capt. Lewis Bayley, at Weihaiwei.

Tamar, receiving ship, 4,500 tons, 8 guns, Com-
 mander Robinson, A.D.C., at Hongkong.

Teal, river gunboat, 180 tons, 2 guns, Lieut.
 Comdr. R. W. Dalgety, on Yangtze.

Tweed, gunboat, 362 tons, 3 guns, 200 h.p.,
 at Ichang.

Vestal, sloop, 980 tons, 10 guns, 1,400 h.p.,
 Comdr. Stuart St. J. Furgular, Straits.

Waterwitch, surveying ship, 620 tons, 450 h.p.,
 Lieut. Comdr. E

